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Hongkong Daily Press.

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HONGKONG, MONDAY, JANUARY 4TH, 1904

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Distillations of the
Finest Scotch Whiskies
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TIME TABLE.

WEAKS,
7.20 a.m. to 8.00 a.m. every 10 minutes.
8.00 a.m. to 8.30 a.m. every 15 minutes.
8.30 a.m. to 9.30 a.m. every 10 minutes.
9.30 a.m. to 11.00 a.m. every 15 minutes.
11.30 a.m. to 12.45 p.m. every 15 minutes.
12.45 p.m. to 1.15 p.m. every 10 minutes.
1.15 p.m. to 1.45 p.m. every 15 minutes.
1.45 p.m. to 2.15 p.m. every 10 minutes.
2.15 p.m. to 3.00 p.m. every 15 minutes.
3.30 p.m. to 5.30 p.m. every 15 minutes.
5.30 p.m. to 6.00 p.m. every 10 minutes.
NIGHTS,
6.45 p.m. & 9 p.m., 9.45 & 10 p.m., every hour.
SATURDAYS,
8.00 a.m. to 9.00 a.m. every 15 minutes.
9.00 a.m. to 9.30 a.m. every 30 minutes.
9.30 a.m. to 10.30 a.m. every 15 minutes.
10.30 a.m. to 11.00 a.m. every 10 minutes.
12.00 Noon to 1.30 p.m. every 10 minutes.
1.30 p.m. to 5.00 p.m. every 15 minutes.
5.00 p.m. to 6.00 p.m. every 10 minutes.
6.00 p.m. to 7.00 p.m. every 15 minutes.
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Hongkong, 6th June, 1904. 1846

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We are Sole Agents for following:-
MONOPOLE, FUTURE, TAUR, and
NEW PREMIER CYCLE, all American
Machines in the Market, also View and
for Sale. Also a Large Assorty SECOND-
HAND MACHINES of all makes,
nearly as good as new, at reduced prices.
MOTOR CYCLES, CARTS,
RICKSHAS, BIKES, with AUTOMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade kept in
Stock. First-class workmanship in
all branches of the business, ameliorating a
specialty. MCKIRDY CO.,
2753 43 & 34A, Queen's Road East.

NOTICE.

AN OLD ALLEYNIAN will
be held on WEDNESDAY the 13th
JANUARY, 1904, at the HONG
KONG HOTEL.

The undersigned will receive of any
Old Alleyniens who have not yet com-
municated with.

H. ARTHUR
Care of Messrs. Jardine, Matheson & Co.
Hongkong, 30th December, 1903. 1846

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently fit.
Bath to each room.

Dining-room and Cuisine
supervision.

European and American Wines, and
Beers. POOL AND BILLIARD
English, American and Manila Nibs on
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Terms: \$4 to \$7.00 per day; \$75 per
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JAS. D. M. CANN,
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Hongkong, 6th May, 1903. 1846

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China Past and Present, by Parker	\$9.00	WESTERN UNION CODE, Latest.
Portraits of the Sixties, by Justin McCarthy	4.60	COLLINS' BLOTTING PAD DIARIES.
Cricket, Edited by Hutchinson	3.50	EAGLE PENCILS, MITCHELL'S GILT J. PENS.
Shooting, Edited by Hutchinson; 2 Vols.	17.00	VOLUMES.
Pitcher in Paradise, by Binstead	2.80	Boy's Own Annual, CHAMPS, Young England, Nister's Annual, Father Tuck, Chatto & Son, Sunday, Children's Friend, Child's Companion, Infant's Magazine, Little Dots, The Prize, Little Folks, &c. &c.
The Land of the Boers, by Casserley	9.00	LETTS', SMITH'S AND COLLINS' DIARIES.
Jarvis on Swimming	0.80	HOCKEY STICKS, TENNIS BALLS.
Seven Seas, by Kipling	1.75	FADEE'S PENCILS.
Confidences	1.75	INDIA RUBBER, &c.
Day of an Age, by J. Alfred	1.75	BALL PROGRAMMES, MENUS, &c.
East Lynne, by Mrs. Henry Wood	0.45	Great Variety.
Windsor Magazine; Vol. 18	4.75	
Prince of Darkness, by Florence Warden	0.45	
Mankind in the Making, by H. G. Wells	1.75	
Photograph Lenses, A Simple Treatise	0.80	
Commissioner Kerr, by Pitt Lewis	5.00	

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ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.

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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

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WINTER SEASON'S GOODS JUST ARRIVED.

AXMINSTER CARPET SQUARES.

VELVET PILE AND BRUSSELS CARPETS.

CHENILLE AND TAPESTRY CURTAINS.

BLANKETS AND EIDER DOWN QUILTS.

PERAMBULATORS AND MAIL CARTS.

FENDERS, CURBS, FIRE BRASSES.

LANE, CRAWFORD & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC.

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT.

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MAIL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSEN & CO., Hongkong.

DOURO PORT.

\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

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LA TORRE SHERRY,

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

COTTAM & CO. FIRST-CLASS OUTFITTERS.

SHIRTS. COLLARS. UNDERWEAR. GLOVES

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HONGKONG HOTEL BUILDINGS

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Funds \$10,000,000

Claims Paid 22,000,000

Revenue 1,340,000

THE STANDARD is the ONLY British

Life Office having a LOCAL BOARD

OF DIRECTORS in the Far East with full

powers to accept proposals, issue policies, pay

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ON THE SPOT without reference home.

Attention is respectfully drawn to the advantages

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For Full Particulars and Rates, apply to

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and



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A. S. WATSON & CO.,
LIMITED

PORT

Per Doz. Per Doz.

B. OLD VINTAGE, Superior	9
Quality, Red Capsule	\$16.00 \$1.40
C. FINE OLD VINTAGE,	
Superior Quality, Black	
Seal Capsule	20.00 1.70
D. VERY FINE OLD	
VINTAGE, Extra Superior	
(OLD BOTTLED). Violet	
Capsule	27.00 2.25

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Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are well known to need further comment.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Letters
P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 12th December, 1903, at Hankow, the wife of R. T. Booth, Wesleyan Mission, of a son, JOHN HERBERT FISHER.

On the 25th December, 1903, at 9, Chancery Road, Shanghai, the wife of W. E. KEST, of a son,

The Daily Press.

HONGKONG OFFICE: 14, DE VEGU ROAD.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4th JANUARY, 1904

We publish to-day in our correspondence columns a protest forwarded to us from Canton by the Missionary Conference, in which the signatories express their "unfeigned regret and deep disapproval" of the recent opening of the Canton-Fatshan branch railway line on a Sunday. We gladly accede to the request of the Conference to publish the protest, but at the same time we cannot refrain from saying that the objection seems to us a little unreasonable.

In the first place, we are not aware that the Canton-Hankow Railway is a Christian enterprise. As a matter of fact, we know of no railway that is. Religion and railways are not even remotely connected. The organisers of this new railway are not building it to further Christianity (we could not undertake to say whether they even wish to), but to make money. They and their agents do not deserve unfriendly criticism for selecting a day most convenient for them, and more particularly for their guests. The only real objection that could be urged would be that their action hurt the susceptibilities of the people of Canton; the European residents, that is to say. But did it hurt them? Apparently a certain number of missionaries were offended. One might be tempted cynically to say that it is their business to be offended in this matter, did one not believe in the sincerity of their protest. We have heard of no one else in Canton who thought it a matter for regret or disapproval that the line to Fatshan should be opened on a Sunday. As to the faults of the Ministering Children's

difference to them on what day, not a festival day, a foreign enterprise is inaugurated. The Missionary Conference speaks, in the protest, of a belittling of the teachings of Christianity in the minds of the Chinese. If the Chinese took the trouble to study the "Sabbath" keeping of the foreigners who come out to this part of the world, they would certainly come to the conclusion that railway-opening is a very trivial offence compared with the mass of breaches of the day made by their Christian visitors. The "Sabbath," as a Sabbath, does not exist in the foreign settlements of China. It is true that most people do not go to their offices on that day. They may go out and kill birds, may golf or yacht, or walk, may play bridge, or may "lie off," as the expression runs; but what percentage of them reflects on the question of Sabbath or no Sabbath? Such non-observance of the day should really give far more pain to these excellent missionaries than the formal opening of a railway. No doubt the fact of its being a public ceremony directs their disapproval publicly to it. But, as we have said, a railway is not Christian. Sunday was chosen as being the only day on which some of the invited guests could put in an appearance. The presence of representatives of the British and United States Governments is especially regretted by the Conference. Those "ignored the established practice and Christian sentiment of their home lands, and by their attendance at this function violated the sanctity of the Sabbath in a way which would not have been permitted in our home lands." The latter part of the statement may be challenged. Sunday banquets and formal excursions are certainly not unknown in England and America. We do not know that a railway has ever been declared open in either country on a Sunday; it certainly is not impossible. The absence of British and United States representatives would have been merely foolish and would in no way have advanced the Christian sentiment of the home lands of H.E. Mr. MAY or Mr. MCWADE. We fear that the Missionary Conference is only beating the air in attacking this question. The signatories have a right to their honest convictions. But the problem which really confronts them is larger than one of formal opening of a railway on a Sunday. For instance, it might be looked on, in one aspect, as the question whether either the British or United States Government is Christian in the true sense of the word. Into this we do not propose to go here.

H.M.S. Argonaut, homeward bound from this station, has arrived home.

Our readers are reminded the "Week of Prayer" commences in the City Hall this evening at 5.15 o'clock.

We hear that a dance took place on the night of the 31st ult. in connection with the Hongkong and Whampoa Dock Co.

The London Chamber of Commerce has started classes in Chinese, under Mr. R. W. HURST, B.A., ex-British Consul in China.

At the recent examination of Army Officers in Foreign Languages, Capt. D. S. Robertson, Royal Scots Fusiliers, passed in Japanese.

A long preliminary "report on a cattle disease in the Colony of Hongkong," signed by Drs. W. Hunter and A. Gibson, is published in the Gazette.

Subscriptions in connection with the new scholarship for Queen's College, to be named after Sir Henry Blake, are being sent in by local Chinese gentry.

The appointment of Mr. Walter Egerton, C.M.G., to be High Commissioner for the Protectorate of Southern Nigeria is notified in the London Gazette.

On New Year's Day there was a special thanksgiving service at the R.C. Cathedral. The Rev. Father Gomez of Macao preached an eloquent sermon, and the Right Rev. Bishop Pizzozzi officiated.

Messrs. Wm. Meyrink & Co. have sent us a neat calendar for 1904 issued by the Western Assurance Company, for which they are the local representatives. The "Western" was established in Canada 32 years ago.

Si. William White, comparing the Japanese and Russian fleets, says that in case of war, one difficulty Russia would have is that her resources would be utterly insufficient for making good the serious damage that would be inflicted in a single action, while Japan has an enormous advantage in her numerous and well-equipped dockyards.

We have been asked to inform our readers that two performances of a short Children's Cantata under the patronage of His Excellency Mr. F. H. May and Mrs. May, will be held at Kowloon School, the first on the 8th inst. at 6 p.m. and the second on the 9th inst. at 3.30 p.m. Tickets of admission may be procured at the door, or by previous application to the Kowloon School authorities. The proceeds will be given to the funds of the Ministering Children's

The row of trees recently planted by the B. & A. department between Queen's and Prince's Buildings, greatly adds to the beauty of what is to be an off-shoot of the prettiest site in Hongkong—Queen's statue vicinity.

Another, the fourth, very successful dance was given on Saturday night by the Masonic Quadrille Club, in the Masonic Hall. As usual everything possible was done to provide an enjoyable evening, and the committee once again scored a success, dancing being kept up with great spirit until 1 a.m., when the last stragglers fled to catch the ferry for Kowloon.

According to the London *Daily Chronicle*, the 10 in. guns of H.M.S. *Centurion* were carefully examined *en route* to India, when it was found that the sights and elevating gear were hopelessly wrong, which means that if the ship goes into action the main armament will be practically of no use. The records show that Captain Scott, of the *Excellent*, pronounced the vessel as unfit to leave Portsmouth!

As our Shanghai correspondent announced by telegram last week, Chang Yen-mao, formerly Chief Director of the Kuiping mines and an ex-Director of the North China Railway, has been cashiered. It appears that he was denounced to the Throne by Viceroy Yuan Shikai owing to the discovery of certain irregularities with regard to the mines, out of which he is alleged to have pocketed no less than two million taels.

It is reported that at the conference recently held at Singapore of the Commanders-in-Chief of the Australian, China, and East India Naval stations, the admirals arrived at the conclusion that, apart from certain modifications and adjustments which were specific in a memorandum subsequently sent home for the information of His Majesty's Government, there was no necessity for reinforcements or rearrangements. It is understood that the admirals personally took a somewhat optimistic view of the Far Eastern situation—speaking before the event.

It has been reported that the boilers of the Russian battleship *Pobeda*, had completely broken down, while the ship was en route to the Far East. It now turns out that it was not the boilers at all which were at fault, but the condensers, and instead of the boilers having to be renewed, it is the condenser tubes which have had to be replaced in consequence of the serious corrosion which has taken place in them, and in consequence of which the tubes of the boilers were "salted-up" to such an extent that they had to be thoroughly cleaned while the condensers were being re-tubed.

The *L. and C. Express* of the 4th ult. says:—The mystery of the Chilean battleships *Liberator* and *Constitution*, for which both Russia and Japan were said to be would-be purchasers, has now been cleared up. The vessels have been bought by the British Admiralty, as announced in the following official statement which was issued last night:—"The Admiralty have purchased the two battleships complete which were under construction at Elswick and Barrow for the Chilean Government for £1,875,000, inclusive of all expenses. In February last it was stated in the House of Commons that the Admiralty were not prepared to purchase these ships for £2,300,000, but the reduction in price at which they have now been secured seemed to the Admiralty to offer an opportunity for an advantageously bargain for the country."

The *Ostasiatische Lloyd* publishes the following telegram dated Berlin, 24th December:—The *Kritische Zeitung* receives a report from S. Petersburg according to which Grand-Duke Alexander Michailovich was acting together with other most influential persons against the outbreak of war, at least for a postponement of the conflict. They hope to achieve this, between others, by a transfer of the negotiations from Tokyo to S. Petersburg. The *Frankfurter Zeitung* learns from London that Russia is making concessions to Japan with regard to Korea for the sole purpose of gaining time for further armaments. But Japan was demanding territorial guarantees in Korea to be safeguarded against any future attack of Russia. The pessimism of the English and French Press about the Far East question is not shared by the respective governments.

"C. B." writing in the *Daily Graphic* last month says, with the arrival of the battleship *Tarantul* and the armoured cruiser *Bayan*, the Russian force in the Far East will be eight battleships and two armoured cruisers, as compared with six battleships and six armoured cruisers for Japan, and five battleships (including the *Centurion*) and two armoured cruisers for England. The Japanese fleet is very much stronger than the Russian in armoured cruisers, even if we allow for the three Russian cruisers of this type now on their way out, the proportion being 17 to 10. The larger types of torpedo craft are fairly evenly balanced, but in torpedo-boats Japan possesses from four to five times as many as Russia. The armoured vessels of Russia in a long-distance action could bring into play twenty 12-inch guns, twelve 10-inch, and six 8-inch guns, guns of 6-inch, 5.9-inch, 4.7-inch, and 4-inch calibre on board the Russian ships. This comparison does not include any armoured ships. With this superiority of speed and homogeneous fleet the Japanese in action ought to be able to concentrate their forces on a portion of the Russian fleet, and, with the well-known inexperience of the Japanese officers, they might well hazard some of their torpedo craft. Even with the reinforcements for the Russian fleet, and having regard to the Japanese personnel, it is the opinion of the writer that a naval action would result favourably to Japan.

We have been asked to inform our readers that two performances of a short Children's Cantata under the patronage of His Excellency Mr. F. H. May and Mrs. May, will be held at Kowloon School, the first on the 8th inst. at 6 p.m. and the second on the 9th inst. at 3.30 p.m. Tickets of admission may be procured at the door, or by previous application to the Kowloon School authorities. The proceeds will be given to the funds of the Ministering Children's

The following paragraph in the *Times* of the 29th November looks curious:—

"THE TIMES" COMPETITION.

The names of the 93 successful competitors will be announced in *The Times* of Tuesday, December 1.

The Russian battleship *Imperator Alexander III* finished her trials at Kronstadt on the 23rd November, but owing to the unfinished state of the work on board of her it has been decided to postpone her departure for the Far East until the spring of this year.

According to a home paper, the construction of tunnels along the Trans-Baikal Railway is causing the authorities a great deal of trouble. It is now reported that the electrical machines supplied by foreign firms have proved to be unable to carry out the work. Thus, the constructors of the line have been compelled to entrust the work to hand labour by Italian workmen. The Ussuri Railway has just been brought into direct communication with the general railway system of the Russian Empire.

In a lecture last month Captain Ballard, of the Intelligence Department, delivered before the Aldershot Military Society, on "Naval and Military Co-operation in War," he drew largely on the wars between China and Japan in 1894, and between the United States and Spain in 1898. The Japanese, Captain Ballard said, left it to their military experts to say what could and should be done on land, and to estimate the forces required, the routes to be followed, and the risks to be encountered there. Similarly they accepted the verdict of the naval authorities on all points which had to be settled on the water, including the means of dealing with a hostile fleet, the decision as to when the favourable moments for embarking the land forces had arrived, and the risks to be expected, both by their own troops in transit on the water and by the mother country, on the question of invasion, which was a matter entailing the transit of enemy's troops. They also realised that the success of closely concerted action is dependent upon singleness of purpose with regard to the principal objective and a loyal understanding between the naval and military commanders. So "the result was a campaign carried through with a minimum of mistakes, and from this example it is apparent that when the Services rely upon each other to know their own business in their own element, they mutually strengthen their position, for the Government is more likely to rely upon both when they are united in opinion than when they are divided."

It has been reported that the boilers of the Russian battleship *Pobeda*, had completely broken down, while the ship was en route to the Far East. It now turns out that it was not the boilers at all which were at fault, but the condensers, and instead of the boilers having to be renewed, it is the condenser tubes which have had to be replaced in consequence of the serious corrosion which has taken place in them, and in consequence of which the tubes of the boilers were "salted-up" to such an extent that they had to be thoroughly cleaned while the condensers were being re-tubed.

The *Drury Lane pantomime Blue Beard* (in Chicago) the audience panicked and rushed out of the exits, fighting desperately in corridors, where hundreds were burned and crushed to death.

The loss of life is estimated at from 400 to 600. The occupants of the gallery were caught in a trap, and many were burned alive or suffocated; some leaped, frenzied, into the stalls below, where the flames swallowed them; many bodies were wedged upright between the seats. The greatest mortality occurred at the foot of the gallery stairs, where the bodies were piled twelve deep. Many of the victims were young women and children.

GEO. H. MCNEUR.
Hon. Secy., Canton Missionary Conference.
[ENCLOSURE.]

We, the undersigned missionaries and other representatives of the foreign community at Canton, desire to express our unfeigned regret and deep disapproval of the action of the Canton-Hankow Railway in fixing on the Lord's Day for the formal opening of the Canton-Fatshan Branch. We also regret that the representatives of the British and United States Governments should be ignored the established practice and Christian sentiment of their home lands, and by their attendance at this function have violated the sanctity of the Sabbath in a way which would not have been permitted in our home lands, and in a way calculated to belittle the teachings of Christianity in the minds of the Chinese. While expressing our emphatic disapproval of such a flagrant abuse of one of the best blessings and highest privileges of our Christian nation, we wish it to be distinctly understood that we hold with joy the advent of the railway and all such advantages and advances in China's civilisation, and pray for the success of this and all kindred enterprises which tend to the bringing in of a bright era, better future for the people of this Empire.

(Sd) Henry V. Noyes, Am. Pres. Mission; A. A. Noyes, Am. Pres. Mission; R. V. Noyes, Am. Pres. Mission; W. D. Noyes, Am. Pres. Mission; A. A. Fulton, Am. Pres. Mission; P. W. Fulton, Am. Pres. Mission; H. Lewis, Am. Pres. Mission; Mattie Chambers, Am. Bap. Mission; G. W. Green, Am. Bap. Mission; V. P. Green, Am. Bap. Mission; C. Dixie, Cousins, London Mission; W. W. Clayton, London Mission; E. L. Clayton, London Mission; C. A. Nelson, Am. Bap. Mission; H. C. T. Burkwall, Brit. & For. Bible Soc.; F. T. Burkwall, A. G. Fisher, Am. Pres. Mission; A. W. Fisher, Am. Pres. Mission; Lucy Durham, Am. Pres. Mission; E. M. Butler, Am. Pres. Mission; Mary W. Niles, Am. Pres. Mission; J. M. Wright, Prof. Pres. Mission; R. E. Chambers, Am. Bap. Mission; E. Z. Simmons, Am. Bap. Mission; M. D. Simmons, Am. Bap. Mission; J. E. Trainham, Am. Bap. Mission; H. Kirkhope, Prof. Kadoorie School; T. J. Bostick, Am. Bap. Mission; E. I. Doty, U. Breth. Mission; Nellie L. Read, Am. Pres. Mission; E. M. Burdine, Am. Pres. Mission; Mrs. H. K. Shumaker, U. Breth. Mission; Carrie E. Bostick, Am. Bap. Mission; E. A. Churchill, Am. Pres. Mission; Anna E. Nelson, Am. Pres. Mission; Rankin Leslie, Sun Life Ins. Co. of Canada; Bessie Powell, London Mission; F. Larson, Scand. Free Mission; Annie M. Wood, Wesleyan Mission; Florence Britton, Wesleyan Mission; Holmes Keal, Wesleyan Mission; P. G. Toid, Am. Pres. Mission; M. Bigler, U. Breth. Mission; Andrew Beattie, Am. Pres. Mission; John M. Swan, Am. Pres. Mission; Minta Swan, Am. Pres. Mission; Harriet Noyes, Am. Pres. Mission; Elizabeth A. Doty, U. Breth. Mission; Anna W. Ericsson, Scand. Free Mission; Nellie Clark, London Mission; E. C. T. Toid, Wesleyan Mission; Greta T. Soden, Scand. Free Mission; G. W. Boettig, Am. Pres. Mission; Harriet Noyes, Am. Pres. Mission; G. W. Boettig, Am. Pres. Mission; G. W. Boettig, Am. Pres. Mission; Maggie McNeur, New Zealand Pres. Miss.; G. H. McNeur, New Zealand Pres. Miss.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE SECOND TEST MATCH.

LONDON, 1st January.

FIRST DAY'S PLAY.

On the opening day of the second Test Match, which began at Melbourne to-day, the English team made 221 runs for the loss of two wickets.

REUTER'S SERVICE.

JAPAN AND RUSSIA.

LONDON, 30th December.

Russia and Japan are buying quantities of beef in Chicago. 100,000 barrels of flour have been sold at S. Paul's for export to Japan, and 11,500 tons of coal is loading at Norfolk, Virginia, for Japan.

The *Daily Telegraph*

HONGKONG JOTTINGS.

The Christmas and New Year holidays have passed in Hongkong in the usual fashion, no startling novelties in the way of entertainments being introduced. Indeed such are not needed. The season is one of private parties and dinners, interspersed with a few enjoyable dances and some sporting events like the H.K.C.C. fixtures, Polo International, etc. One thing that may be said of this Christmas is that the weather has been all that could be desired, both bright and charming. It seems also to be healthy enough, for the little one hears of illness. But the me-honoured (and once, we must confess, funny) joke about Christmas fare seems to have taken a glance off our robust forms like water off a duck's back. The only man I have heard complain was not a Hongkong resident, but visitor from another place. He said that he went to so many dances in one week, but who did not dance, had to cultivate a perpetual thirst, the refreshments being only refreshments from the ball-room. Of course Hongkong we all dance.

It is mostly the foreign community that has been busying itself at this season of cheer and goodwill. There is one community from which all alarm from their avocation comes as a very surprise—this more so when one thinks of the best opportunities! The community reflects the criminal class. The absence of law-breaking, except in the way of party off, has been remarkable. The Magistrate's been almost deserted, and the magistrates themselves have come very near earning a pair of white gloves. Long may such a list of affairs last, but my experience of Oriental makes me just pessimistic enough to fear it won't, though it won't be lack of effort in that direction.

At the variegated Ball given by the Committee on the 2nd at the City Hall, the ravages of the hairy spurs were very apparent. The ladies' dresses suffered greatly on this occasion, and considerable extent at the previous Bachelor also. It is very interesting to the fair to see their new dresses, if only a diaphanous material, torn to ribbons by the unconcerned spurs. Surely field officers entitled to this mark of distinction could on such occasions take out the rows and insert round about their place. This would be a concession ladies would greatly appreciate.

I am glad to see the High Level Tramway Company have acted my suggestion and put up notices in the names at St. John's Place to the effect the tickets may be had on the Car. This invitation will, I hope, prove sufficient to relieve the anxiety of strangers intending to make a trip to the Peak.

I wish the Government would act as promptly in reference to suggestion re that most unsightly rabbit-hole below St. Patrick's Hall. That seems to be growing rather than diminishing. We not the material be useful for reclamation purposes?

It is surprising the number of travelled Chinese one meets in Hongkong and the neighbourhood, in the New Territory you will find them every village. They are looked upon with awe by their countrymen. They will talk with familiarity of Sydney and Melbourne or those of the Pacific coast, as the case may be, a curious thing about them is that they only speak English in the presence of their own people, though if one meets them in the street they generally show a thorough knowledge of that language. One very old man I recently had lived for twenty years in New Zealand and had returned to his own country at the same number of years ago. He had forgotten how to talk English completely, was able to tell the English names of articles pointed out to him.

As is pretty well known, the Chinese reverse nobody so much as an man who shows by the length of his grey hair that he is the grandfather of numbers of children—the more, so much the better, of course, to their advantage. A venerable-looking man was holding forth in eloquent fashion in one of the bye-streets off Queen's Road the night, to the effect that he had a grandson had treated him ill. His plaint drew him a small crowd of sympathising lists who listened upon him a penitence of cedent cents. Then two Europeans came along and joined in the throng. One of them, apparently, "smelt a rat" for he thrust off his hand and got hold of the old man's beard, which came off, leaving the clean of a hairy coolie; then followed a tug of the moustache with like results. The two who had been duped laughed as loudly as those who had gazed at them, and the sham grumpified up a side alley as fast as his legs could carry him.

Standing on Blake's the other day, I happened to over-hear a moment of conversation between two skipper, he had just landed from their respective boat and it struck me that the first speaker was acting a very good move. His contention that when a vessel carried only a mate or second mate the captain should take the hatchet. He stated he invariably did it, as it made things a bit easier for the mate he said it ought to, and he hoped it would be the universal rule throughout the Manila Marine. The other speaker, while rarely disagreeing with No. 1, said he then should be left to the skipper himself to do what he thought proper in the matter, and in the innovation by any hard and fast rule doubt when only two mates are carried a bit hard for them, and said No. 2, in cases when a skipper realises this, he voluntarily help them along. But twigs chatting on a pier won't work a ram. A "Skipper's Club" is the channel to follow.

CRICKET.

H.K.C.C. v. THE NAVY.

A match was played on the Cricket Ground on New Year's Day and the following day between the H.K.C.C. and a team drawn from the Navy. The Club team included six of the Inter-port team which had represented Hongkong v. Shanghai, and the other five were all well-tried players. The Naval side was drawn from eight ships, but was perhaps mostly so strong as some of the Naval teams which we have seen out here. R. Hancock, who captained the Club team, elected to bat first, and sent in Sorenson Smith and Maitland. Early in the day the wicket was bumpy, and the batsmen got off a lot by the bowlers. After one wicket had gone down for 7 runs the Club did well, and thanks chiefly to Turner (who hit 15 fours) and Arthur the score was 250 when the seventh wicket fell. Chichester carried his bat for 28, and the innings amounted to 295 in all. The Navy started off in moderate style, losing their first two wickets for 27. Watson and Williams more than doubled the score, and it was 62 when the Leviathan's commander was caught out. After this a set in, and at the end of the first day's play the score was only 82.

This friendly game on Friday afternoon ended in another of the A.O.C.'s crushing triumphs. Scores:—

A.O.C. v. H.M.S. "VENGEANCE".
This friendly game on Friday afternoon ended in another of the A.O.C.'s crushing triumphs. Scores:—

H.K.C.C. v. THE NAVY.

First Innings. Second Innings.
A. Irwin, c. R. Hancock, 7 c. sub., b. J. Dixon, 1
R. Hancock, c. R. Hancock, 15 c. sub., b. W. Dixon, 15
C. Con. Watson, c. H. D. 32 c. W. Dixon, b. W. 15
William, run out, 6 b. Smith, 15
Surf-Surg. 4 b. W. Dixon, 15
Broadbent (capt.), 0 c. H. Hancock, 0
D. D. 0 not out, 0 b. W. Hancock, 0
Lt. Lt. Barron, b. J. Dixon, 4 b. Dixon, 15
Hancock, b. J. Dixon, 15 b. Smith, 15
Capt. Vivian, not out, 15 c. J. b. W. Dixon, 15
Sub-Lieut. Cornabu, 8 c. sub. b. R. Hancock, 34
Sub-Lieut. Gibson, b. R. Hancock, 5 b. W. Dixon, 15
Extras 15 extras 10 Total 125 Total 125

BOWLING ANALYSIS.

H.K.C.C.

Barrow, 163 2 55 4
Vivian, 4 21 1 1
Hancock, 16 2 44 5
Broadbent, 9 1 40 2
Williams, 7 1 31 1
Gibson, 2 1 15 1
Maitland, 1 1 1 1
Total 295

THE NAVY.

First Innings. Second Innings.

O. M. N. E. W.

Smith, 9 32 1 9 27 21

W. Dixon, 9 3 10 1 6 4 2

J. Dixon, 16 4 22 2 13 3 37 1

R. Hancock, 15 8 24 5 11 1 30 2

Total 125

W. Livesey, 8 yards. 2

Time, 11 1/2 secs.

Two MILES BICYCLE RACE.

Open to all comers.

Non first prize winners.

1st prize presented by

Mr. W. Sayers.

The result was:—

R. H. Stephenson, 5 yards

W. Livesey, 8 yards. 2

Time, 4 min. 10 1/2 secs.

QUARTER-MILE FLAT RACE, HANDICAP.

Open to China Sugar Refinery, Docks and

V.R.C. 1st prize presented by Mr. Mok

Koon Yik; 2nd prize presented by Mr. T.

Hoskins.

There were several competitors: J. D.

Kuinaid, T. C. P. Pearce, J. P. Jordan, S. M.

Gidley, H. W. Sayers, A. Marti, and T. Mullan.

The race ended:—

A. Marti 1

J. P. Jordan 2

T. C. Pearce 3

Time 60 sec.

Two MILES BICYCLE RACE.

Open to all comers.

1st prize presented by Mr. D. R.

Law; 2nd prize presented by Mr. Yen Hap.

A most exciting race; five, including three in

the first class, faced the starter: A. Mc

Gill, L. J. Twomey (scratch), H. C. Aus

ten (scratch), E. C. Witchell (50 yds.), and

H. S. Holmes. Cries of "Go it, Austin," be

spoke the popularity of that gentleman, but

that gentleman was "not in it," so to speak.

McGill, by the way, had, judging from

appearance, the best machine, but at the

same time he fairly demonstrated that he was

the best rider. Twomey proved a very good

second. The finish:—

A. McGill 1

L. J. Twomey 2

H. C. Austin 3

Time, 4:55 sec.

220 YARDS FLAT RACE.

Handicap (confined).

1st prize presented by Drs. Stedman, Rennie,

and Harston; 2nd prize presented by Mr.

Ah Wing.

Total 51

B.A.M.C. v. E.E.

Played on the Happy Valley on Saturday, this League game ended in a win for the R. E. Scores:—

B.A.M.C. v. E.E.

S. S. Wilson, c. Tilman, b. Meldrum	12
S. M. Atchcock, c. Bowyer	11
C. D. Meldrum	0
Woolley, b. Bowyer	4
Lester, b. Bowyer	2
Chaffer, b. Bowyer	0
Williams, c. Tilman, b. Bowyer	3
Ashmore, c. Bowyer	1
Craig, b. Bowyer	3
Serge, Duxbury, b. Bowyer	3
Drake, c. Tilman	7
Extras	7
Total	53
EE	52
White, b. Williams	5
Tilman, b. Williams	0
Smith, b. Williams	1
Gilesbrook, c. Bowyer, b. Williams	4
Dixie, b. Williams	5
McLellan, c. Wilson, b. Cook	15
Hanefather, b. Williams	10
Bowyer, b. Cook	8
Jackson, c. Wilson, b. Cook	1
Toomey, b. Cook	4
Dewsbury, not out	2
Extras	2
Total	56

Four entered for this event:—E. Humphreys

(8 yds.), H. Stephenson (12 yds.), W. Livesey (15 yds.), and T. Mullan (15 yds.).

Result:—

R. B. Stephenson, 1

Time, 27 2/5 secs.

HIGH JUMP.

Open to China Sugar Refinery, Docks and V.R.C. Prize presented by Mr. D.

Templeton.

J. Witchell and T. C. Gray were the only

competitors. J. Witchell was the winner by

some inches:—

J. Witchell 1

Time, 7 ft. 7 in.

MILE BICYCLE RACE (continued). 1st prize

presented by the Royal Exchange Assurance Corporation; 2nd prize presented by the Cosmopolitan Dock Staff.

Very good race, but McFirby was reckoned

the winner before pistol-fire, his handicap was

too small. Altogether six started: A. Mc

Firby (scratch), H. Palmer (75 yds.), R. A.

Ferguson (100 yds.), T. Hoskins (125 yds.),

T. Grimshaw (150 yds.), and W. C. Macpherson (175 yds.). Finish:—

A. McFirby 1

H. Palmer 2

T. Hoskins 3

Time, 2 min. 20 2/5 secs.

LONG JUMP (continued). Prize presented by

Mr. H. T. Butterworth.

There were only two competitors: R. H.

Stephenson and E. Humphreys. Humphreys

was by far the best jumper:—

E. Humphreys 1

Time:—16 ft.

5 MILES BICYCLE RACE (handicap). Open to

all comers. 1st prize presented by Kowloon

Dock Staff; 2nd prize presented by the London and Lancashire Fire Assurance Co.

3rd prize presented by the Mitsubishi Bussan

Kaisha.

Best race of the day. Six started: A. Mc

Firby (scratch), H. C. Austin (scratch), J. L.

Twomey (scratch), H. Palmer (175 yds.), W.

Wolterspoon (175 yds.), and J. Forbes (200

yds.). Austin led for many laps before being

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THIS MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for 5th.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liber's P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

We have authorised Mr. L. M. H. BOISSEREE to sign our Firm from this date.

LUTGENS, EINSTMANN & CO.

Hongkong, 14th January, 1904.

NOTICE.

MR. HARRY W. JANE is authorised to sign our Firm by prouration from this date.

ROWE & CO.

Canton, 1st January, 1904.

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and myself having expired I shall carry on my business in future at No. 2, WYNDHAM STREET, (Old German Club premises).

JOHN HASTINGS.

Hongkong, 5th January, 1904.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE above Company beg to inform their Customers that every Inspector, on reading a meter for the monthly account, should leave a slip with the consumer denoting the index by records.

The Company earnestly hope that Customers will at once check the Figures with the meter index for themselves and report any error or failure to leave the notification of the reading at once to the undersigned.

GEORGE CURRY,

Local Secretary.

Hongkong, 14th January, 1904.

THEATRE ROYAL.

BOXING! BOXING! BOXING!

at

CITY HALL,

on

SATURDAY,

the 9th JANUARY, 1904.

When the following Men are to Meet:— (Heavy Weights) JONES, R.M.A., of Abingdon, versus MORGAN, A.B., of Vengeance, (Runner-up of Heavy Weight Championship of Mediterranean) in a 10 Rounds Contest for a Purse.

(Feather Weights) CRANE, R.M.L.I., of Vengeance, versus COOKE, L.S., of Ocean, in a 10 Rounds Contest for a Purse.

(Bantam Championship of China Station) LARAY-LAYTON, of Abingdon (Champion of China Station) versus MICKEY LACEY, of Vengeance (Champion of Mediterranean Station), will box the best of 20 Rounds for the Championship of China Station, these two Lads having already met and fought a draw for this Championship at Yokohama.

(Welter Weights) STO. THOMPSON, of Vengeance (Welter Champion of Mediterranean and China Stations), versus TED SMITH, of Eclipse, Contest 6 Rounds for a Purse.

(Middle Weights) BURGEN, of Tamar, versus STO. BYNG, of Vengeance, 6 Rounds at Catch Weight for a Purse.

(Light Weights) FOX, of Vengeance, versus NIGGIE TALRANT, of Eclipse, 6 Rounds Contest for Purse.

Several more well-known Boxing men will be on the spot, and it time allows PARKER, of Ocean, would go versus TURNER, of Abingdon, or TERRY ARMSTRONG, of Vengeance.

Mr. C. C. ST. CLAIR, the well-known Middle-weight (or light heavy weight) professional champion, has consented to referee the events.

A limited number of Stage Tickets at 85.

Prices ... \$1, 2, 3 and 4.

Tickets can be obtained at COMPRADORE'S OFFICE, CITY HALL, Naval Canteen, of Mr. V. KUSTLER, Boxing Manager, at New Victoria Hotel, or W. J. MANSEE.

Doors open at 7.15, to commence at 8 P.M. sharp.

Hongkong, 4th January, 1904.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. India.

From Australia, ex s.s. Britannia.

From Calcutta, ex s.s. Palam.

From Persian Gulf, ex s.s. E. I. S. N.

and B. & P. S. N. Co's steamers.

From Aleppo, ex s.s. Nizam.

Optional Goods will be landed here unless instructions are given to the contrary before P.M. To-day, the 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rate.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Goods for examination by the Consignee's and Company's representative at an appointed hour. All Claims must be presented within 5 days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 2nd January, 1904.

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ENTERTAINMENT

THEATRE ROYAL.

POSITIVELY THE LAST TWO NIGHTS
of the

HILL'S WORLD'S
ENTERTAINERS.

TO-NIGHT A NEW AND ORIGINAL
FIRST PART will be introduced with
New Acts, SONGS and DANCES.

ANOTHER CHANGE TUESDAY NIGHT,
GRAND BENEFIT PERFORMANCE

FOR THE MEMBERS OF THE COMPANY

TO-MORROW (TUESDAY), THE LAST
NIGHT.

Special Programme for the occasion.

Tickets on sale at all Hotels and at Robinson's.
Hongkong, 4th January, 1904.

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MUSIC.

RAPID Tuition given on the BANJO,
MANDOLIN, SPANISH GUITAL,
VIOLIN, &c. Terms moderate.

L. A. DE GRACA,

58, Peel Street, or

Care of Daily Press Office.
Hongkong, 11th August, 1903.

[118]

DANCING.

MRS. DONALDSON (Daughter of
Professor F. F. WALLACE, of Rose-
mont Dancing Academy, Glasgow) has
pleasure in advertising a SECOND BEGIN-
NERS' CLASS to open in the CITY HALL
shortly.

Practice twice weekly ... Fees \$10 a month.
Address ...

51, WONG-NEI-CHONG ROAD.
Hongkong, 1st January, 1904.

[103]

WANTED.

A EUROPEAN NURSE, to travel with a
Lady and Gentleman and take charge of
a Child seven months old.

For further particulars, apply to—

Mr. JOHN WHALLEY,

Care of Peak Hotel.
Hongkong, 29th December, 1903.

[3578]

WANTED.

BY an Englishman, COMFORTABLE
BOARD AND LODGING with a respon-
sible European family (NOT BOARDING
HOUSE) in a healthy part of Hongkong.

Reply, stating terms, &c., to—

"K. 20,"

Care of Daily Press Office.
Hongkong, 31st December, 1903.

[3596]

NOTICE.

A GENTLEMAN can have BOARD and
RESIDENCE with a Private Family in
Kowloon. Good Locality.

Apply to—

BOX 620,

Care of Daily Press Office.
Hongkong, 1st January, 1904.

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NOTICE.

THE date of Closing of Entries for the
FORTHCOMING RACES has been
POSTPONED from the 9th JANUARY to
SATURDAY, 16th.

By Order,

T. F. HOUGH,

Clerk of the Course.
Hongkong, 28th December, 1903.

[3580]

NOTICE.

IN THE MATTER OF THE WO ON
STEAMSHIP COMPANY, LIMITED.

and IN THE MATTER OF THE COMPANIES'

ORDINANCES 1865 to 1890.

NOTICE IS HEREBY GIVEN that a
Petition for the winding up of the
above-named Company by the Supreme Court of
Hongkong was on the 21st day of December,
1903, presented to the said Court by the said
Company.

And that the said Petition is directed to be
heard before the Court sitting at the Supreme
Court House, Victoria is the said Colony on the
14th day of January, 1904, at 11 A.M. and any
creditor or contributary of the said Company
desirous to support or oppose the making of an
order on the said Petition may appear at the
time of hearing by himself or his Solicitor or
his Counsel for the purpose and a copy of the
Petition will be furnished to any creditor or
contributary of the said Company requiring the
same by the undersigned on the payment of the
regulated charges for the same.

Dated the 23rd December, 1903.

DEACON & HASTINGS,

Solicitors for the Petitioners.

10, Queen's Road, Hongkong.

Note:—Any person who intends to appear on
the hearing of the said Petition must serve on
or send by Post to the above-named
Notice in writing of his intention so to do.

The Notice must state the name and address
of the person or if a firm the name and
address of the firm and must be signed by
the person or firm or his or their Solicitors
(if any) and must be served or if posted
must be sent by post in sufficient time to
reach the above-named not later than Five
o'clock in the afternoon of the 12th day of
January, 1904.

[3572]

NOTICE.

THE revised rates of passage by these steamers
are now:—To London 1st Saloon £50, 2nd Saloon £25

To Marseilles £26 £42

To Brindisi £21

Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are:—

Departure from Hongkong. Connecting at Colombo

S.S. Coronel January 16th S.S. Himalaya

S.S. Bengal January 30th S.S. India

S.S. Maite February 13th S.S. Moldavia

S.S. Chusan February 27th S.S. Arcadia

S.S. Balmoral March 13th S.S. Australia

S.S. Coronel March 26th S.S. Oceanus

S.S. Simla April 9th S.S. Mongolia

S.S. Bengal April 23rd S.S. China

S.S. Chusan May 7th S.S. Himalaya

S.S. Chusan May 21st S.S. Marmora

Good accommodation can be arranged, on
booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

[3170]

NOTICE.

THE revised rates of passage by these steamers
are now:—To London 1st Saloon £50, 2nd Saloon £25

To Marseilles £26 £42

To Brindisi £21

Return tickets are issued at a fare and a half
available for 2 years.

When these steamers call at Marseilles,
tickets can be issued to that port at £46 First

Saloon £33 Second Saloon.

E. A. HEWETT,

TO LET

TO LET.

"HARPERVILLE" and Grounds, GARDEN ROAD.
No. 33, CONDUIT ROAD, Six rooms. Tennis Court.
HOUSE in CAINE ROAD in FLATS. No. 6, ROBINSON ROAD.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Hongkong, 4th January, 1904. [73]

TO LET.

THREE LARGE WELL FURNISHED BED ROOMS, from 4th January, 1904. Healthy and select locality. Rent \$40 per month each.

Apply — X. Y. Z.,
Care of Daily Press Office,
Hongkong, 31st December, 1903. [81]

TO LET.

HOUSE No. 2, QUEEN'S GARDENS as from 1st December, 1903.
Apply — MESSRS. JARDINE, MATHESON & CO.,
Hongkong, 12th December, 1903. [77]

TO LET.

SIX-ROOMED HOUSE at PEAK (Furnished) from 1st April, 1904.
BISHOP'S LODGE (PEAK).

THE EYRIE (PEAK).

No. 4, CANNON VILLAS (PEAK).
"WESTWARD HO!" BONHAM ROAD.

"ALEXANDRA" BUILDINGS, Rooms on the Top Floor.

"CHINEL LOND," ROBESON ROAD.

Furnished, 1st year from 1st April, 1904.

No. 2, BATHESON STREET, Wan Chai (Gowhom).

Apply to — LINSTEAD & DAVIS,
Hongkong, 21st December, 1903. [79]

TO LET.

TWO SPACIOUS NEW GODDOWNS, very suitable for Dry Goods.

Apply to — W. LYSAGHT,
153, Wan Chai Road.
Hongkong, 31st December, 1903. [76]

HOUSE TO LET AT MACAO.

LARGE and COMFORTABLE HOUSE facing the Ave. da Vasco da Gama, with Garden and on the sea.

Apply to — LUI SUSERIO DA SILVA,
Macao, 23rd December, 1903. [354]

TO LET.

FIRST and SECOND FLOORS of No. 34, Queen's Road Central, opposite the General Post Office, after March 31st, 1904, at present occupied by Messrs. Powell & Co., and the Cosmopolitan House. This house is especially suitable for people who are seeking places for hotel purposes.

Please apply to — YEE SANG FAT,
at the above address.
Hongkong, 20th December, 1903. [80]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to — WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd December, 1903. [74]

TO LET.

FINE FRONT OFFICE on Queen's Road Central, can be occupied at once.

Apply by letter — BOX 600,
Care of Daily Press Office,
Hongkong, 14th December, 1903. [78]

TO LET.

NO. 2, "MAGALEN TERRACE," MAGAZINE G.

Apply to — SPANIS PROCURATION,
Hongkong 1st, July, 1903. [72]

TO LET.

NO. 1, RIPON TERRACE (in FLATS).
No. 4, RIPON TERRACE.

No. 15, WONG-NI-CHONG ROAD, facing Race-course.

FLATS in MOBETO TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PTE.)
GODOWNS No. 3A, LUCE BUILDINGS.
GODOWNS; PLAZA AST.

Apply to — THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1903. [75]

BOARD AND RESIDENCE.

"TANG YEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply — MANAGERESS,
Macmillan Road.

FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1904. [71]

M. MATTHEY.

PRIVATE BOARD AND RESIDENCE.

14, QUEEN'S ROAD CENTRAL

(Entrance by Zetland street).
Opposite Messrs. Kelly & Vish, Booksellers.

Hongkong, 11th July, 1903. [188]

BOARD AND RESIDENCE.

M'R. S. GILLIADERS,
"GLENWOOD"
21, CAINE ROAD.

Hongkong, 20th March, 1904. [2625]

BOARD AND RESIDENCE.

COMFORTABLY FINISHED
ROOMS, with Board.

Apply to Mrs. MATTER,
2, Rider's Hill.
Hongkong, 1st January, 1894.

PORT ARTHUR.

(FROM OUR OWN CORRESPONDENT.)

17th December.

RUSSIAN PAPERS ON JAPAN.

As I remarked in my last letter, the Russian papers are devoting a good deal of attention at present to Japan, not only political papers like the *Russkij Vedomost* (which is now publishing a series of fine articles on Japan by the foremost of Russian journalists), but even comic and society papers. The well-edited *Niva* has, in one of its last issues, a short, moderate account of the present trouble with Japan, accompanied by good photographs of General Katsura, Minister President, and of General Kodama, "Commander-in-Chief of the Japanese army," these photographs being taken specially, it is stated, for the *Niva*.

The *Strelka* (Dragon-flag) devotes the front page of its issue for the 2nd November to a coloured picture of a cock wearing the cap of a Japanese soldier and labelled "Japan." Cocks are represented as a hen sitting on an egg, but Russia does not seem to come into the picture, which seems to me to be rather pointless. The cock is represented as in the act of crowing, and below the picture in the motto *Perenyeuji bui* ("there will be a change"), and a short poem on that motto, which runs as follows:

People not seldom
Are accustomed to say,
When the cock crows
That a chance there will be.
The Japanese cock
Now splits our tympana
With its fearful outcry
About something or other.
It is dreadfully roused,
And sings out of tune,
And will we can ask is
When will it stop?

LEARNING R. SSIAN.

The foreign population of Port Arthur is evidently not neglecting its chance to learn Russian, as two advertisements in the *Nova Krai* of the 9th December would seem to indicate. One is from an American who wants room in a Russian family, with the object presumably of practising his Russian; and the other is from an Englishman, whose wants and objects are the same. This is undoubtedly the best way to learn the language. You sometimes come across kind Russian friends who speak English to you all the time and who propose to exchange lessons, but, in spite of what one sacrifices by abandoning such friends, who are as a rule very, very disinterested, and who furnish one with a lot of valuable information, one should abandon them if one wants to make the greatest possible progress. One is likely, by carrying out such a plan, to turn those friends into enemies and to lay oneself open to misconception, but if one has any strength of character at all, that will not deter one. The exchange of lesson system is not very good, as both parties are inclined to become terribly lazy and to delude themselves with the idea that they are making progress when, as a matter of fact, they are making no progress at all. If one pays a good teacher he generally wants to get value for his money, and accordingly works. Of course there are two sides to this question of language-learning, and I can well understand that some Russians—shop-assistants and other inoffensive persons—must suffer torments listening to foreigners muddling their beautiful language, and committing, with a smiling face, all kinds of grammatical atrocities.

FOREIGN MERCHANTS IN SIBERIA AND

MANCHURIA.

It is surprising to what an extent the Americans have got hold of the trade in Eastern Siberia and Manchuria, although this surprise will probably lessen gradually. What will make it lessen will be the disappearance of the Americans, one by one. The American Trading Company has closed its branches here and in Vladivostock, and I suppose by-and-bye only one American firm will be left—indeed I am not sure but that only one is left now. Thus will be closed that chapter of Siberian history which tells of American enterprise in the opening up of the country.

A very interesting volume could, by the way, be made out of the experiences of American merchants in Siberia from the days of the old Russian-American Company until the present time. During the first attack on Petropavlovsk in 1854 by an Anglo-French squadron, two American residents of that town gave important information about the land approaches to Petropavlovsk to the English, who did not, however, profit much from it; and on the occasion of the second attack in the following year the allied fleet found that all the Russians had cleared out and that the American flag was the only one flying in the town.

In spite of the rapidity with which the Americans here generally learn the Russian language and of all the talk about the "traditional friendship," it cannot be denied that the action of the two American residents of Petropavlovsk is typical of the feelings of Americans in the East Far East. They feel that they are in the same boat as the English, and that the Russians are rather afraid of their commercial ability, so that the sight of the Union Jack is almost as welcome to them therefore from a commercial point of view as that of Old Glory itself.

The principal American firms in the Russian Far East are Messrs. Clarkson & Co. and the American Trading Company. As I have just remarked, however, the American Trading Company has closed its branches here.

The English are not as a rule prominent in Siberian trade. By the way, the head of a flourishing Danish company in Port Arthur bears the name of O'Reilly, which does not strike one as being Danish, or Muscovite, although Gospodin O'Reilly speaks both Danish and Russian with great fluency. Mr. O'Reilly, who

is now in Japan, is shortly going to open business here on his own account.

The Germans, I think, take the foremost place among the foreign residents both as linguists and in the extent of their commercial operations. The proximity of the German and Slavonic races in place and in blood and the well known enterprise of the Germans explain this; but, while Russia certainly gains by the exertions of these Germans, it is not quite certain that the Fatherland itself benefits, for Germans seem to become Russified in Russia almost as quickly as they are Anglicised in England. The firm of Messrs. Kunst and Albert, the great bankers and storekeepers of Eastern Siberia, whose splendid premises are among the most prominent features of Vladivostock, Habarovsk, Port Arthur, and even Mukden, seem to be gradually becoming Russian, for one of their partners is naturalised Russian and others connected with the firm seem, for business reasons (the right to buy land being one of them), to be gradually following the same path; while the number of German names one meets with here among patriotic Russians, some of whom do not speak a word of German, is a proof that Germany is giving good men to Russia as well as to England and America. For you generally find these men with German names at the top of the tree. At the head of the Navy you find Vice-Admirals Stark and Stackelberg; at the head of the Army Staff you find General Pflug. Germans seem to learn the whole mass of the population in this part of the world, as is shown by the extent to which the German language is spoken. About 20 per cent. of the Russians seem to speak it more or less, and one is constantly finding it come in handy in the most unexpected quarters. I once had an interesting conversation, for instance, with a private soldier who, being a Lett, spoke German—but a strange German it was—*Month* (month) being pronounced as if written *Mouheit* and various other old forms being used.

On my way to Port Arthur from Cernia some time ago, I met a German who belonged to the German colony on the Volga, which numbers nearly half a million people, and of which the members are descended from immigrants who went to that region in the eighteenth century in response to the invitation of the Empress Catherine. It seems that this colony was promised the perpetual right of self-government, complete religious liberty, and freedom from liability to military service, but that, of late years, these privileges have been one by one withdrawn. The members of this colony are still, however, more German than Russian, remaining in language, in religion, in their domestic habits and social customs, the same as when they first came to Russia over a century ago. They still wear the old German costume; they are closely shaved, and in many respects form an indigestible morsel like the French settlers in Canada.

This is an exceptional case, however, for the Germans seem as a rule to adapt themselves quickly to Russian ways. I am afraid, however, that until the process of adaptation is completed, they are cordially hated by the common people. A Russian was once prosecuted for assault. "Why, he called me a German, your Worship," said the defendant, whereupon the judge dismissed the case, holding that such prosecution was intolerable.

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SHIPPING.

ARRIVALS.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HAMBURG	FLINTSHIRE	Brit. str.	J. M. Haffner	SHEWAN, TOME & CO.	TO-DAY.
LONDON & ANTWERP, VIA SINGAPORE	CYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. CO.	ABOUT 7TH INST.
LONDON & ANTWERP	GLENFARG	Brit. str.	Holman	McGREGOR BROS. & GOW	9TH INST.
LONDON & ANTWERP	NESTOR	Brit. str.		BUTTERFIELD & SWIRE	2ND FEB.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	1ST MAR.
LONDON & ANTWERP	MOYUNE	Brit. str.		BUTTERFIELD & SWIRE	19TH INST.
LIVERPOOL, WITH T'MENT AT SINGAPORE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	9TH INST.
MARSEILLE, LONDON & ANTWERP	DARDANS	Brit. str.	Girard	MESSAGERIES MARITIMES	12TH INST. AT 1 P.M.
MARSEILLES, LONDON & ANTWERP	ANNAM	French str.		BUTTERFIELD & SWIRE	19TH INST.
BREMEN, VIA PORTS OF CALL	YANGTZE	Brit. str.	Böhren	MELCHERS & CO.	6TH INST. AT NOON.
HAVRE & HAMBURG	KIATSCHOU	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	15TH INST.
HAVRE & HAMBURG	AMBRIA	Ger. str.	v. Bizer	HAMBURG-AMERIKA LINIE	28TH INST.
HAVRE & HAMBURG	ALERIA	Ger. str.	Schönfeldt	HAMBURG-AMERIKA LINIE	6TH FEB.
HAVRE & HAMBURG	KEMUN	Brit. str.		BUTTERFIELD & SWIRE	15TH FEB.
HAVRE & HAMBURG	SAVIA	Aus. str.	Deinat	HAMBURG-AMERIKA LINIE	16TH INST.
HAVRE & HAMBURG	VENDORONA	Aus. str.	Cobell	SANDER, WIELER & CO.	14TH INST. AT P.M.
ROTTERDAM & HAMBURG	H. LERCH	Rus. str.		BRADLEY & CO.	ABOUT 15TH INST.
TRISTE, &c., VIA SINGAPORE, &c.	IMERA	Brit. str.	Lockhart	SHEWAN, TOME & CO.	TO-DAY.
NEW YORK VIA SUEZ	ODESSA & BOMBAY	Brit. str.	von Hoff	HAMBURG-AMERIKA LINIE	TO-MORROW.
NEW YORK, VIA SUEZ	H. LERCH	Ger. str.		DODWELL & CO. LTD.	ABOUT 15TH INST.
NEW YORK, VIA SUEZ	IMERA	Brit. str.		CANADIAN PACIFIC R. CO.	13TH INST.
NEW YORK, VIA SUEZ	SIRK	Brit. str.		BUTTERFIELD & SWIRE	27TH INST.
NEW YORK, VIA SUEZ	E. OF CHINA	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	24TH INST.
NEW YORK, VIA SUEZ	ATHENIAN	Brit. str.	McArthur	HIBER, LIVINGSTON & CO.	29TH INST.
NEW YORK, VIA SUEZ	PINGSUET	Brit. str.	E. W. Haswell	NIPPON YUSEN KAISHA	13TH INST. AT NOON.
NEW YORK, VIA SUEZ	INDRAVELLI	Brit. str.		BUTTERFIELD & SWIRE	22ND INST.
NEW YORK, VIA SUEZ	AUSTRALIAN	Brit. str.		DODWELL & CO. LTD.	23RD INST.
NEW YORK, VIA SUEZ	NIKKO MARU	Jap. str.		BUTTERFIELD & SWIRE	QUICK DISPATCH.
NEW YORK, VIA SUEZ	TAITIAN	Brit. str.	E. G. Andrews	HAMBURG-AMERIKA LINIE	TO-MORROW, NOON.
NEW YORK, VIA SUEZ	PALERMO	Brit. str.	Schoenfeldt	BUTTERFIELD & SWIRE	TO-MORROW.
NEW YORK, VIA SUEZ	ALISHA	Brit. str.		BUTTERFIELD & SWIRE	TO-MORROW.
NEW YORK, VIA SUEZ	KANSU	Brit. str.		BUTTERFIELD & SWIRE	9TH INST. AT NOON.
NEW YORK, VIA SUEZ	TAITIAN	Brit. str.	Daint	HAMBURG-AMERIKA LINIE	ABOUT 2ND INST.
NEW YORK, VIA SUEZ	STOLBERG	Brit. str.	G. Philipp	SANDER, WIELER & CO.	8TH INST.
NEW YORK, VIA SUEZ	BENGAL	Brit. str.	Barberovich	H.-C. TRADING CO.	ABOUT 9TH JAN.
NEW YORK, VIA SUEZ	VALERIE	Aus. str.	Dut. str.	OSAKA SHOSEN KAISHA	10TH INST.
NEW YORK, VIA SUEZ	TIJIPANAS	Aus. str.	Jap. str.	OSAKA SHOSEN KAISHA	TO-MORROW.
NEW YORK, VIA SUEZ	ANPING MARU	Aus. str.	I. Goto	BUTTERFIELD & SWIRE	6TH INST.
NEW YORK, VIA SUEZ	DAIGI MARU	Aus. str.	T. W. Groves	BUTTERFIELD & SWIRE	9TH INST. 10 A.M.
NEW YORK, VIA SUEZ	SUNGKUANG	Aus. str.	R. W. Almond	SHEWAN, TOME & CO.	9TH INST. 11 A.M.
NEW YORK, VIA SUEZ	REBI	Aus. str.	H. S. Smith	SHEWAN, TOME & CO.	16TH INST. 10 A.M.
NEW YORK, VIA SUEZ	ROSETTA MARU	Aus. str.	R. Rodger	BUTTERFIELD & SWIRE	23RD INST.
NEW YORK, VIA SUEZ	ZAFIRO	Aus. str.		DODWELL & CO. LTD.	ABOUT 28TH INST.
NEW YORK, VIA SUEZ	TAIWAN	Aus. str.		P. & O. S. N. CO.	ABOUT 6TH INST.
NEW YORK, VIA SUEZ	SHAWMUT	Aus. str.	H. W. Kaenick	NIPPON YUSEN KAISHA	6TH INST. AT NOON.
NEW YORK, VIA SUEZ	TIENTHIN	Aus. str.	F. L. Tynne	CARLOWITZ & CO.	12TH INST. AT NOON.
NEW YORK, VIA SUEZ	KINSHIN MARU	Aus. str.		MAGAZZINI	ITAL. str.
NEW YORK, VIA SUEZ	ISCHIA	Aus. str.			

"SHIRE" LINE.

FOR LONDON AND HAMBURG.

THE Company's Steamship.

"FLINTSHIRE."

Captain J. M. Haffner, will be despatched for the above ports TO-DAY, the 4th January.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship.

"DENBIGHSHIRE."

Captain W. A. Evans, will be despatched for the above ports on or about FRIDAY, the 15th January, to be followed by the steamship "RADNORSHIRE".

Captain C. H. Burch, on or about SATURDAY, the 30th January.

These steamers have superior accommodation for passengers.

For Freight or Passage, apply to SHEWAN, TOME & CO., Agents, Hongkong, 1st January, 1904.

FOR YOKOHAMA AND KOBE.

THE Steamship.

"ALESIA."

Captain Schönfeldt, will be despatched for the above ports TO-MORROW, the 5th January, at NOON.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th December, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship.

"GLENFARG."

Captain Holman, will be despatched as above on SATURDAY, the 9th January.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 18th December, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatini United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MISSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE AGENTS.

THE HOLLAND CHIN & TRADING CO.

Tel'phone No. 201.

Hongkong, 28th December, 1903.

1213

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY

STEAMERS "DAIGI MARU", "DAIJIN MARU" and "ANPING MARU" LEAVING TUESDAY, 5th January.

FOR TAMSUI, VIA SWATOW AND AMOY

STEAMERS "DAIGI MARU", "DAIJIN MARU" and "ANPING MARU" LEAVING TUESDAY, 12th January.

FOR TAMSUI, VIA SWATOW AND AMOY

STEAMERS "DAIGI MARU", "DAIJIN MARU" and "ANPING MARU" LEAVING SUNDAY, 10th January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusei Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 30th December, 1903.

T. ARIMA, Manager.

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VESSELS IN DOCK.

31st December.

KOWLOON DOCKS.—U.S.A.T. Sacramento, H.I.G.M.S. Meew, Glory, Argus, Hongkong, H.M.S. Ocean, Tarlar, Powan, Maria Ritter, Amigo, Detaungne.

COSMOPOLITAN DOCK.—Salamanca, Paul Beau.

VESSELS ON THE BERTH

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL

THE Steamship

"HIMERA," Captain Lockhart, will be despatched as above TO-DAY, the 4th JANUARY.

For Freight, &c., apply to SHEWAN, TOME & CO., General Agents.

Hongkong, 29th December, 1903.

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1207

Hongkong, 30th June, 1903.

1208

VESSELS ADVERTISED AS LOADING.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. WEDNESDAY, 13th Jan. 1904

R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 27th Jan.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. WEDNESDAY, 10th Feb.

R.M.S. "TARTAR" ... 4,125 Tons. WEDNESDAY, 24th Feb.

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 9th Mar.

Hongkong to London, 1st Class via St. Lawrence 200, via New York 262.

Intermediate on Steamers } 240. " " 442.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January	
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January	
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January	
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 9th January
MARSEILLES, LONDON and ANTWERP	"YANGTSZE"	On 19th January
LIVERPOOL, WITH TRANSHIPMENT AT SINGAPORE	"YANGTSZE"	On 19th January
LONDON and ANTWERP	"NESTOR"	On 2nd February
GEROA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 13th February
LONDON and ANTWERP	"KINTUCK"	On 16th February
LONDON and ANTWERP	"MOYUNE"	On 1st March

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, YOKOHAMA	"PINGSUEY"	On 24th January
THUS, "NESTOR" left Singapore on the 26th inst., and is due here on the 1st January.		
For Freight, apply to		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 30th December, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS
KOBE	"KANSU"	On 4th January.	
KOBE	"TAIYUAN"	On 5th January.	
MANILA	"SUNGKIAH"	On 6th January.	
MANILA	"TAIYUAN"	On 23rd January.	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and YELBOURNE	"TAIYUAN"	On 23rd January.	
• The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.			
+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.			
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian ports.			
REDUCED BALLOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).			
For Freight or Passage, apply to			
BUTTERFIELD & SWIRE, AGENTS.			

Hongkong, 30th January, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE	PALERMO	About 1st January.	Freight and Passage.
(Passing through the Island Sea)	E. G. Andrews.		
SINGAPORE and BOMBAY	TIENTSIN	About 6th January.	Freight only.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, BRITSAID and MARSEILLE	H. W. Kenrick, E.N.E.		
	CYDONIA	About 7th January.	Freight and Passage.
	C. F. Lockstone, E.N.E.		
* Calling at Penang if sufficient inducement offers.			
For further Particulars, apply to			
E. A. HEWETT, Superintendent.			

Hongkong, 30th December, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	BOMBAY, VIA SINGAPORE and COLOMBO	Wednesday, 6th Jan., at NOON.
F. L. Fyne.		
NIKKO MARU	SYDNEY and MELBOURNE, ADELAIDE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	22nd Jan., Friday.
E. W. Haswell.		

Through Passeng. Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in since's Buildings First Floor, Chater Road.

A. S. MIHARA, Manager.

TOYO KISEN KISHA
MANIL LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROSETTA MARU"	H. S. Smith	3976	Saturday, 9th January, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3869	Thursday, 14th January, at 11 A.M.

For Freight or Passage apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 4th January, 1904.

FOR ODESSA VIA BOMBAY.

THE Russian Steamer

"HERMANN LERCHE," will be despatched as above on or about FRIDAY, the 15th January.

For Freight, apply to BRADLEY & CO.

Hongkong, 24th December, 1903.

HONGKONG-MACAO LINE.

THE H.A.L. Steamship

"BADENIA," Captain Rödien, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON.

TO-DAY, the 31st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 31st December, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M.

TO-DAY, 30th inst.

Goods not cleared before the 5th prox. will be subject to rent.

All ship-ridden packages must be left in the Godowns and notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 31st December, 1903.

SONGS BY THE BEST SINGERS.

COMIC SONGS AND SPEECHES.

GOOD BAND MUSIC.

SPIRITUALS.

At this Season, Pay for the Records now and for the Machine later.

UNRIVALLED MAC PIANOS

Magnificent Instruments at Specially LOW PRICES during Xmas week. Do not fail to inspect our Stock if you wish to make a handsome Gift.

OUR NEW STOCK OF MUSIC.

has arrived also.

Hongkong, 22nd December, 1903.

The YOUNG AMERICAN CIGAR.

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & CO.

8, rue Vivienne, PARIS (France)

Sold by all dealers.

1892-1

CLEANSE YOUR BLOOD

WITH GRIMAULT & CO.

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & CO.

8, rue Vivienne, PARIS (France)

Sold by all dealers.

1892-1

The YOUNG AMERICAN CIGAR.

The FLAVOUR is exquisite.

The AROMA delicate and fine.

Smoked everywhere,

NORTH, SOUTH

EAST, and WEST,

in fact

ALL OVER THE UNIVERSE.

3120-4

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.

WITH CHAMBER 10 CARTRIDGES

FIEING 10

POST OFFICE NOTICES.

Letters and Post-cards are now received for transmission to Europe via Dalny and the Trans Siberian Railway, and should be marked accordingly. No Printed matter can be accepted. Unpaid or underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Kansu-ki boat from Shanghai to Dalny which leaves Shanghai every Sunday.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Monogram	Monday, 7.30 A.M.
Singapore	Monogram	Monday, 9.00 A.M.
Singapore	Monogram	Monday, 3.00 P.M.
Canton	Monogram	Monday, 5.00 P.M.
Canton	Monogram	Tuesday, 7.30 A.M.
Swatow, Amoy and Tamsui	Monogram	Tuesday, 5.00 A.M.
Yokohama and Kobe	Monogram	Tuesday, 11.00 A.M.
Kobe, Nagasaki and Vladivostock	Monogram	Tuesday, 11.30 A.M.
Singapore, Sourabaya and Samarang	Monogram	Tuesday, 2.00 P.M.
Kobe	Monogram	Tuesday, 5.00 P.M.
Canton	Monogram	Tuesday, 3.00 P.M.
Canton	Monogram	Tuesday, 6th, 7.30 A.M.

EUROPE, &c., India via Tunicorin (Late Letters 11.00 to 11.30 A.M. Extra)

* Postage 10 cents.

Letters posted in the Pink Pillar Boxes in time for the first clearance will be included in this contract mail.

Canton

Manila

Manila

Singapore, Penang and Bombay

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

TO-DAY.

Performance, Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

31st December.

ON LONDON.— Telegraphic Transfer 184

Bank Bills, on demand 184

Bank Bills, at 30 days' sight 1.9

Bank Bills, at 6 months' sight 1.9

Credits, at 4 months' sight 1.9

Documentary Bills, 4 months' sight 1.9

ON PARIS.— Bank Bills, on demand 219

Credits, at 4 months' sight 222

ON GERMANY.— On demand 178

ON NEW YORK.— Bank Bills, on demand 424

Credits, 60 days' sight 434

ON BOMBAY.— Telegraphic Transfer 129

Bank, on demand 1294

ON CALCUTTA.— Telegraphic Transfer 129

Bank, on demand 1294

ON SHANGHAI.— Bank, at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.— On demand 834

ON MANILA.— On demand Nominal

ON SINGAPORE.— On demand Nominal

ON BATAVIA.— On demand 105

ON HAIPHONG.— On demand 11.00 p.m.

ON SINGAPORE.— On demand 1.00 p.m.

ON BANGKOK.— On demand 681

SOVEREIGNS, Bank's Buying Rate \$11.45

GOLD LEAF, 100 fine per troy oz. \$6.30

BAR SILVER, per oz. 254

OPIUM.

2nd January.

Quotations are— Allow 2s net to 1s extra.

Malwa New \$660 to \$880 per picul

Malwa Old \$1000 to \$1020 "

Malwa Old \$10.00 to \$10.00 "

Malwa Old \$10.00 to \$11.00 "

Persian fine quality \$840 to —

Persian extra fine \$850 to —

Patna New \$1247 to — per chanc.

Patna Old \$1250 to —

Banaras New \$1250 to —

Banaras Old \$1250 to —

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer *Kai-tschow* left Shanghai on the 2nd inst., at 10 a.m. and may be expected here to-day, at 4 p.m.

The Imperial German mail steamer *Sachsen* left Colombo on the 27th ult., p.m., and may be expected here on the 8th inst.

THE INDIAN MAIL.

The steamer *Ararat* Apsor, from Calcutta, p.m. for this port on the 20th ult., p.m.

The Indo-China steamer *Loisang* left Calcutta for this port, via the Straits, on the 24th ult., and may be expected here on the 10th inst.

THE AMERICAN MAIL.

The P.M. steamer *China* left San Francisco for this port, via Honolulu, K., on the 12th ult.

The O. & A. steamer *Doric* left San Francisco for this port, via Honolulu, K., on the 22nd ult.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on the 23rd ult., p.m., for Hongkong via the usual ports of call.

THE BRITISH STEAMERS.

The N.G.I. steamer *Iochiu* left Singapore for this port on the 29th ult., and may be expected here on the 5th inst.

The A.L. steamer *Maria Valtner* left Singapore for this port on the 30th ult., a.m.

The Dutch steamer *Prius Valdern* is due here on the 6th inst.

The J.C.J. Line steamer *Tijanares* left Macassar for this port on the 28th ult., and may be expected here on the 7th inst.

The Russian steamer *Herman Lerche* left Vladivostock on the 30th ult., p.m., for this port, and is expected here on the 8th inst.

The Boston Steamship Co.'s steamer *Lysa* arrived at Yokohama on the 19th ult.

The Boston Steamship Co.'s steamer *Wynice* arrived at Yokohama on the 30th ult.

The C.P.R. steamer *Shawinigan* left Vancouver on the 28th ult., and may be expected here on the 26th inst.

PASSENGERS.

ARRIVED.

Per *Sungkhang*, from Manila, Mr. and Miss

Spieker, Mrs. Kianshoff.

Per *Hongwan*, I. from Singapore, Captain

Jeslin.

Per *Taiyuan*, from Australian Ports, Mr. and Mrs. Moon.

Per *Thais*, from Foochow, &c., Messrs. D.

Greig and E. Stoekey.

Per *Sentia*, from Shanghai, for Hongkong, Messrs. Burns, T. W. Mitchell, J. O. Minott and Cpl. Sergt. Alred, for Bombay, Mr. Wood, Mrs. J. Fleishman, Mrs. E. B. Cook,

Per *Hongkong Maru*, for Hongkong, from Shanghai, &c., Mrs. W. S. Cowron, Mrs. Hugo Cook, Mrs. Harris, Mrs. Stanton, Mrs. N. A. Wood, Mrs. J. Fleishman, Mrs. E. B. Cook,

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE

All proofs are read and all work

superintended by Englishmen. Always

equal and generally superior to that

done anywhere else. Estimates given.

Ideal Milk

Enriched 20 per cent.
with Cream.



Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2,260 tons, Captain A. W. Dixon.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 2,260 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted) and at 5.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,968 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 p.m. Sunday excepted.

Do. from Macao to Hongkong daily at 8 a.m. Sunday excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

S.S. "NANNING," 569 tons, Captain C. Butchart.

S.S. "TAK HING," 618 tons, Captain R. D. Thomas.

Departures from Canton to Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

TRY HAIG & HAIG'S WHISKIES; pure, mellow, natural, non-smoky, delicate flavor

Once tried, preferred to all others. Sole Agents for Hongkong:

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HOTELS